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Hongkong, 3rd August, 1908. a1354

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Hongkong, 4th December, 1907. a140

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8th November, 1908

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P. O. Box, 34. Telephone No. 14.On Tuesday, November 17th, at Shanghai,  
CARL EBERHARD, Architect, aged 181 years.HONGKONG OFFICE: 10A, DES VIGUE ROAD O  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press

HONGKONG, NOVEMBER 24TH, 1908.

As time passes by there seems all the more reason to look upon the close coincidence of the deaths of the Emperor and the Empress Dowager as a fortunate event—so far as China is concerned. Rumour in an Oriental Court is always busy when the death of a reigning monarch, or one sufficiently near the throne to be in the possible line of succession, occurs, and the unusual circumstances attending the Imperial deaths were so out of the ordinary current of events that we cannot accuse the originators of the rumours of any particularly sinister motives. However that may be, there is no doubt that the late Empress Dowager, Tsai Hsueh, was not to be daunted by any merely ethical consideration from any course on which she had set her mind; and there is evidence enough to show that she always had willing tools at her disposal to carry out her most arduous desires. There is but little doubt that when in the Palace revolution in 1898 she practically imprisoned the late Emperor in his own palace; she was only deterred from completing the task by his death through the unmistakable symptoms of disapproval shown by the foreign Powers, and more especially by Japan. What actually occurred will probably never be known, but it certainly was of such a nature that the young Emperor never recovered from the shock, and remained for the rest

of his life a broken wreck both in mind and body. The strongest evidence for discrediting the sinister rumours which have been spread abroad is that Tsai Hsueh could have had no possible motive in hastening the Emperor's death, as whether he lived or died his mind had become too enfeebled to take up the reins of government, and a regency would have been equally necessary in either case. With all the instinct of life common in those who have led an unusually vigorous life, Tsai Hsueh refused till the last few days of her life to think even of her possible decease, and unwilling to allow such a matter to enter her thoughts, she, after the failure of her first attempt in the person of Prince Tuan's unfortunate son, refused to permit the subject of a successor to Kwang Su to be mentioned in her presence.

The subject was surrounded, it was clear, with difficulties: the fact was that with the usual fate of Oriental dynasties, the Imperial House had become debauched, and so far had this gone, that scarcely one of the remaining princes of the blood could be looked upon as quite *compos mentis*. She had tried once, and the result had shown the degeneracy of the stock; she might probably make a second mistake. At all events the premature announcement of an intended successor would unite against him all the cunning of the weaklings who would consider themselves as passed over, so from her point of view, it appeared wiser to postpone the nomination till a last moment. It was fortunate for the dynasty that the last moment gave her the opportunity, for she seems to have maintained her faculties till the end. There is still little doubt that practically she had made up her mind for some time, and was gradually taking steps to place Prince Chun in such a position as would point to his being eventually competent to undertake the responsible duties of Regent. According to the Chinese rules of succession no member of the same generation can offer up the Imperial moribund to his predecessors, the rule here being the exact contrary to that prevailing in monarchies under Turkish rule, where the momentarily most capable is held the most suitable. With regard to Prince Chun himself, almost accidentally we know more of him personally than of any of the other princes of the blood, owing to the fact that he was selected to go to Germany to apologise for the events of 1906. The simple fact of his having travelled, and seen the world outside China, would of itself have had a certain effect in opening his eyes to the true state of affairs, but beyond this he is credited with having taken an intelligent interest in what he saw; and certainly at the Court at Berlin he conducted himself with due dignity and discretion. In China, on his outward and homeward voyages, he made a favourable impression on all who came in contact with him, both natives and foreigners; and since his return he has had the address to avoid being mixed up with any clique or party; so that the late Regent, in her very last act at all events, seems to have had the best interests of her country at heart. Though feeble in body, and lately broken in mind, the late Emperor, it is to be remembered, at one time gave promise of being capable of great things; his brother, not unlike him in person, and with a stronger constitution, it may reasonably be hoped, will be able to do much to restore the lost prestige of the Imperial family. He, at all events, has had the advantage of a more wholesome bringing up than fell to the lot of his unfortunate brother, who apparently of set purpose, under the imperious will of the late Dowager, was placed in the hands of the eunuchs about the court, to his ruin mentally and physically.

We have said at the beginning of this article that it was perhaps a fortunate thing for China that the death of the Empress Dowager followed so closely on that of the Emperor. Although possessed of a powerful mind, and an indomitable will, the Dowager Empress Tsai Hsueh was yet a woman—and, as a woman, early fell under the influence of the Eunuchs about the Court, with whom she had been associated intimately in her original low position. It was undoubtedly to their influence that the greatest scandals of her life were due, and both her own son and his successor, were under their rule brought up to a life of indolence and debauchery. It was possibly not so much from evil motives as from ignorance of the first principle of education, that this course was adopted, but it was perhaps the greatest crime of a long, and and by no means, unblemished life. There is little doubt that had she lived but a short time longer the same course would have been adopted in the case of the new Emperor, and the attempt would certainly have been made to bring his father, Prince Chun, under the same evil

influence. It is possible that his short journey to Europe, and his visit to the Court at Berlin, strengthened the lesson, which was certainly apparent to him in the disorders of the Dowager's private Court. His present advisers, not the least of whom is the veteran CHANG CHI-TUNG, used all their influence to break the power of the Eunuchs at court, which they saw plainly was sapping the foundation of Imperial rule. It is perhaps the most healthy sign of improved conditions that almost the first act of the new Regent, doubtless under the advice of the two Grand Councilors, has been to dismiss two of the Eunuchs who had attempted to commence a palace intrigue. But financially the influence of the Eunuchs has been one of the principal causes that rendered reform under the late regime actually impossible. The fact was notorious that practically all the principal appointments in the Empire were merely matters of barter. This had been common enough under the later rulers of the dynasty with whom every post had its assessed value, so that practically the revenues of the State were as much farmed as they were under the later Roman Emperors. But of late years affairs had become worse. Over and above the regular assessment the eunuchs, separately and individually, had to be arranged with;—and this while the Empress Regent was all the while impressing on the Provinces the necessity of retrenchment. This system of sales, which, for all her strength of character the Regent had permitted to grow up to the most outrageous dimensions within her own Court, has been the besetting sin of her administration, the one sin, in fact, which rendered every attempt at reform impracticable.

Much useless talk has been indulged with regard to the new Regent again, as to whether he is "pro-foreign" or "anti-foreign," as if that were an important matter of policy. What China needs is, of course, simply that the country and its best interests should be the first aim of her statesmen. China has wisely taken to heart the lesson impressed on her by misfortunes that there are many things necessary for her well-being, and she can only learn from foreigners; but on the other hand it will be equally incumbent on her rulers to learn that there are many foreign things which the wise will equally profitably reject with disgust and loathing. Above all it will be the wisest thing of the new Regent to avoid the use of either one term or the other, and look only in his policy to the interests of the Empire itself. Foreign Powers will certainly not permit him to forget their existence, so that part of his rule will need little jumping.

The German Mail of the 22nd October was delivered in London on the 21st inst.

Mr. and Mrs. J. W. Bolles returned to Hongkong yesterday by the Siberia.

Sir Paul Chater came back to the Colony yesterday after a short trip to Shanghai.

The Colony was able to show a clean bill of health for the last week, no cases of plague or communicable disease having been reported.

Dr. Sun Yat Sen, the fugitive leader of the anti-dynastic movement in China, is reported to have recently arrived in Japan.

At the Magistracy yesterday a Chinese was sentenced to six months' hard labour by Mr. J. R. Wood for stealing a gold watch and chain valued at \$250 from Mrs. E. E. Ellis.

As a mark of respect to the memory of the late Emperor and Empress Dowager, the native members of the Shanghai Municipal Police Force have discontinued wearing the red ornaments on their hats until further orders.

Eleven missionaries, sent out by the American Presbyterian Board of Missions, with headquarters in New York, left San Francisco on October 27th for the Orient. The greater number go to Korea and the others to China.

Another serious bank failure occurred at Shanghai last week when a native draft bank suspended payment. It is reported that liabilities amount to \$1,350,000 and that a prominent local Chinese official and the Arsenal are the heaviest losers.

Albert Charles Marsault, steward on board the "Empress of China," was summoned to appear before Mr. Wood at the Magistracy yesterday on a charge of assaulting a boy. Mr. Wood dismissed the summons but ordered the defendant to pay \$5 compensation to the complainant.

In connection with the invitation to Tokyo of Dr. Sven Hedin, it is noted that it was largely due to the initiative of Count Otani, Lord Abbot of the West Hongan-ji, Kyoto, who is himself an explorer and who contemplated a large sum for the purpose of inviting Dr. Sven Hedin.

If the Moros keep on attacking the Filipinos, says the San Francisco Chronicle, Uncle Sam will have to resort to the extreme measure he was obliged to use with the Apaches in Arizona and New Mexico. The sooner they are applied the better the Filipinos will think of the Government that has undertaken the duty of protecting them.

The four native banks which have just failed in Hankow are the E. Wo Lee, E. Wo Sing, E. Sung Wo, and E. Sung Loong. These were all under one promoter-ship or proprietor-ship, the gentleman in question being also part owner of the Han Fong flour mills. The actual amount of the liabilities is as yet undetermined but the most accurate reports to hand place it at probably \$1,700,000. Comrades of several foreign banks were also hit by the failure.

Before Lieutenant C. W. Bookwith, R.N., at the Marine Magistrate's Court yesterday the master of a licensed trading junk was summoned by Boarding Officer A. E. Davey for failing to carry a bright light visible all round the horizon at a distance of at least one mile, while at anchor in the harbour. After hearing the evidence, his Worship dismissed the case, but warned the defendant to carry his light in its proper position on his junk in future.

Coolies who are paid on piecework down West Point sometimes attempt loads for which they are incapable. It often happens that they load a truck with so many bags that when the wheels enter the smallest rut they are unable to move the truck. This happened on Saturday, but the coolies had the misfortune to have their truck stick in the car rails and block the traffic. For this obstruction the principal was summoned before Mr. Wood at the Police Court yesterday and fined \$10.

The Japanese Press states that in compliance with the request of the Peking Government, the Department of Education in Tokyo has consented to admit 150 Chinese students to the various Government schools every year, beginning from this year. The number of students allotted to each institution is fixed at 50 for the High Schools, 25 each for the Higher Normal Schools and the Yamaguchi Higher Commercial School, 10 for the Chiba Medical College, and 40 for the Tokyo Higher Technical School. It is understood that the Chinese Government will pay to the Japanese authorities a sum of over ¥10,000, annually for expenses in connection with the training of the students. There are now in Tokyo about 3,000 Chinese students who attend both the Government and private schools.

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Tientsin papers announce the engagement of Major Nathan to Miss Doherty.

The booking for the A.D.C. performance of "The Country Girl" opens at the Robinson Piano Company's store at 10 a.m. tomorrow.

We learn from Japan that snow has fallen at several places throughout the north-eastern provinces. The plain at Kamikawa was covered to a depth of two feet, causing the suspension of railway and telegraphic communication.

A Chinese in charge of a truck was so careless that he knocked down a woman and she had to be taken to the hospital to have her injuries attended. He appeared at the Magistracy yesterday and was fined \$10 and ordered to pay \$5 compensation to the woman.

The Japanese Consul-General at Shanghai, on announcement being made of the deaths of the Emperor and Empress Dowager of China, requested his nationals to refrain from all singing, dancing, etc., for three days as a mark of respect to the Chinese in their double bereavement.

Mr. James B. Morse, President of the American Trading Company, has been honoured by the Emperor of Japan who has bestowed upon him the Second Class of the Imperial Order of the Sacred Treasure. Mr. Morse resided in Japan for nearly thirty years and has occupied his present position for eighteen years.

American newspapers are now to hand containing reports of the Japanese welcome to the battleship squadron. The San Francisco Call has the following among its headings: "New Japan eclipses world in its joy." "All Tokyo honors the Americans." "Enthusiasm breaks records during great night demonstration." "Admiral Perry says spirit shown means lasting friendship."

The four native banks which have just failed in Hankow are the E. Wo Lee, E. Wo Sing, E. Sung Wo, and E. Sung Loong. These were all under one promoter-ship or proprietor-ship, the gentleman in question being also part owner of the Han Fong flour mills. The actual amount of the liabilities is as yet undetermined but the most accurate reports to hand place it at probably \$1,700,000. Comrades of several foreign banks were also hit by the failure.

Before Lieutenant C. W. Bookwith, R.N., at the Marine Magistrate's Court yesterday the master of a licensed trading junk was summoned by Boarding Officer A. E. Davey for failing to carry a bright light visible all round the horizon at a distance of at least one mile, while at anchor in the harbour. After hearing the evidence, his Worship dismissed the case, but warned the defendant to carry his light in its proper position on his junk in future.

Coolies who are paid on piecework down West Point sometimes attempt loads for which they are incapable. It often happens that they load a truck with so many bags that when the wheels enter the smallest rut they are unable to move the truck. This happened on Saturday, but the coolies had the misfortune to have their truck stick in the car rails and block the traffic. For this obstruction the principal was summoned before Mr. Wood at the Police Court yesterday and fined \$10.

The associated Race Clubs of Japan which have of late been approaching General Teranuchi, Director of the Horse Administration Bureau, ask the authorities for special support for the maintenance of race-clubs in consequence of the prohibition of the *pari-mutuel*. The Horse Administration Bureau, however, disregards this petition on the ground that as a result of investigations made by the Bureau as to the breeding of military horses throughout the country, the authorities find that it has not been affected by the prohibition of the *pari-mutuel* at all, but that, on the contrary, the prices of military horses are rising.

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## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 23rd at 11.55 a.m. the barometer has fallen in E. Japan, and risen elsewhere particularly over the continent.  
The typhoon is filling up to the South of Formosa.

A depression, which crossed the N.E. part of the Sea of Japan yesterday, is now moving into the North of the Yangtze.  
The high pressure area remains over China and the North of the Yangtze.  
Depressions are still passing along and strong N. and N.E. gales will continue to prevail in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 0.00 inches.

The forecast for the 24 hours ending at noon today is as follows:—

Hongkong & Neighbourhood. N. winds, strong to fresh; fine.  
N. and N.E. gales.  
Formosa Channel. Same as No. 1.  
South coast of China between Hongkong and Lamook. Same as No. 1.  
South coast of China between Hongkong and Hainan. Same as No. 2.

## TELEGRAMS.

[Australia's dispatch.]

## THE GERMAN NAVY.

London, November 21st.

The German Navy Estimates show an increase of £3,000,000, and provide for laying down 3 battleships, 1 large and 2 small cruisers. The provision for the Torpedo flotilla includes half a million for submarines.

## THE NEAR EAST.

London, November 21st.

It is officially stated in Belgrade that Austria is transporting large quantities of ammunition up the Save, and stationing troops in all towns on the Lower Danube. The Serbian Government consequently finds it very difficult to pacify the people.

## DEPARTURE OF THE MIDDLESEX.

Yesterday the 3rd Battalion of the Middlesex Regiment left Hongkong in the troopship "Dufferin" for Singapore. The soldiers carry with them the good wishes of their friends.

## THE SITUATION IN PEKING

General Keang, who had been ordered to Peking with his soldiers after the death of the Emperor for the protection of the capital, has received instructions from the Regent, Prince Chun, to remain where he is as the city is quiet. General Keang, it should be explained, is at present in command of a large number of troops near Shan Hai Kwan.

## ASSOCIATION FOOTBALL LEAGUE.

A meeting called by the Naval Yard Football Club of those interested in the formation of an association football league was held last night at the Y.M.C.A. Rooms, Lieut. Mullins presiding over a good attendance which included representatives of the Hongkong Naval Yard United, K.M.S. Tamar, R.A.M.C., the Buffs, R.E., Lusitania and Y.M.C.A. Football Clubs.

The Chairman indicated the reasons given for the formation of the league: Personally he was against it on account of the difficulty of obtaining ground, the lateness of the suggestion, and the fact that there was already a shield competition as well as competitions in connection with both services.

Mr. Glover, representing the Naval Yard, spoke in support of the proposal.

Mr. F. Browne expressed disapproval of the proposed league, stating as his objections that it would entail a great strain on the players and that clubs were not sufficiently strong enough to stand the strain of league football. It would also fall very heavy on the executive and he stated that the idea of the Hongkong Football Club at present was to distribute the play amongst the greatest number. He did not believe in players migrating to other clubs. In conclusion he cited as a curious fact that notwithstanding the amount of room available at Kowloon there was not a football club there.

Discussion ensued and on a vote being taken it was decided to form a league, the representatives of the Hongkong Football Club and of the Buffs voting against it.

Mr. Glover was appointed secretary pro tem to call a meeting of representatives.

The proceedings closed with a vote of thanks to the Chairman.

## THE GRIFFINS.

The subscription griffins were drawn for yesterday afternoon with the following results:

- No. 1—Bay—J. Douglas.
- 2—Black—General Broadwood.
- 3—Nutmeg grey—Lieut. Wedd (Buffs).
- 4—Bay—F. H. May.
- 5—Grey—Lieut. Sill (Buffs).
- 6—Grey—Col. Bayard (Buffs).
- 7—Grey—J. Armstrong.
- 8—Bay—E. E. Toog.
- 9—Bay—Lieut. Lehigh, R.A.
- 10—Grey—Macdonald & Co.
- 11—Marble grey—A. Moir.
- 12—Bay—Lieut. Moore, R.A.
- 13—Grey—Lieut. Hemphill (Buffs).
- 14—Grey—W. J. Gresson.
- 15—Grey—C. H. Ross.
- 16—White—T. H. Forrest.
- 17—Dark grey—A. R. Laws.
- 18—Bay—Lieut. Scartlett (Buffs).
- 19—Grey—H. N. Mody.
- 20—Grey—H. A. Seth.
- 21—Grey—J. B. M. Smith.
- 22—Black—F. B. Deacon.
- 23—Bay—T. F. Hough.
- 24—Grey—Bapt. Heathcote.

## EWO COTTON COMPANY.

At a meeting of the consulting committee of the Ewo Cotton Spinning and Weaving Company, Limited, held on the 14th inst., it was decided that the shareholders should be recommended to apportion the balance at credit of profit and loss accounts on October 31st of Ts 110,109.42 as follows:—



## GENERAL NOGI AND A COUNTRY

# ECZEMA MADE HER GIVE UP WORK

## GENERAL NOGI AND A COUNTRY

**THE ENGLISH SUFFRAGIST:  
THROUGH FRENCH EYES.**

**THE INVENTION OF PAPER  
AND PRINTING**

But the procession grows more noisy, wheeling increases, the turmoil is greater, it is disgusting; the Suffragists are annoyed by the jokes of the crowd, and the more audacious they threaten the public. Is this going to con- tempt? No; for the hitherto inviolable person the "leaders." At first there is resistance, an appeal to the agitators, who have said "grow dumb and dull"; then in face of the utter- ing of the figure and kindly smile of the London Bobby, grow submissive, and resign themselves to be con- ducted to goal with radiant faces, like the virgin martyrs who formerly were given to the beasts. These energetic measures put an end to the procession, which disperses while the crowd dwindle away.

NEW NATION UNDER SOUTHERN  
CROSS.

BLACK OR WHITE.

THE KAISER'S FRIENDSHIP FOR  
JAPAN.

**Hands, Arms, and Feet Affected—  
Medical Treatment Made Hands  
Swell and Run Water—Was as  
Helpless as a Baby—Followed  
a Neighbour's Advice and Her**

**CURE BY CUTICURA  
HAS BEEN PERMANENT**

"My daughter, Mrs. Hannah Austin  
lives with me, and in September, 1900  
something came on



ended me to try Cuticura Ointment. Finding that it did her good, we were able to get her to use Cuticura Soap, Ointment, and Cuticura Pills. Being employed in the mills as a silk worker, my daughter had had to give up work for some time, but, by using Cuticura Remedies for a few days she was able to resume her occupation. The disease was not only affected her hands and feet but also her face. She used Cuticura Soap, two tablets of Cuticura Soap, three boxes of Cuticura Ointment (some of which is still left), and one bottle of Cuticura Pills. She is now free from the return of the distressing eruption and she is now working regularly. Mrs. Margaret Dorey, 42, Broad St., Lowell, Mass.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

**LET MOTHERS KNOW**  
That a warm bath with Gurgicure Soap

that a woman  
and a single anointing with Ointment  
the great Skin Cure, and purest and  
sweetest of emollients, will afford instant  
relief and refreshing sleep for skin-  
tured babies, and rest for tired, wor-  
out mothers when all else fails.

Complete External and Internal Treatment for  
Every Humour, Scabies, Itch, and Acne.  
The Ointment of Cuticura Soap to Cleanse the Skin. Cuti-  
cura Ointment to Heal the Skin, and Cuticura Pre-  
scent Film (Chamois) to protect the skin from  
the action of the Sun, Wind, and Cold.  
Depot: London, 21, Charterhouse Sq.; Paris,  
5, Rue de la Paix; Australia, 15, Victoria St.  
Sydney; 80, Adelaide St. Melbourne; 10, St. George  
St. N.S.W.; Potter Drug & Chem. Corp., Sole Free

**INTERESTING PARLIAMENTARY INCIDENT**

INCIDENT 1.  
 "THE TABLES TURNED."

An amusing—and at the same time important—incident took place in the House of Commons last month during the debate on the Licensing Bill. Sir Thomas Whittaker, in the course of a speech in favour of the bill, bitterly denounced the brewers for gambling rials which they had deliberately laid for the way in which “they plundered the public.” Shouts of approval from his friends closed every sentence, and the Minister himself did not resume his seat until the speaker had finished.

There a hush came over the house. The smooth persuasive voice of Mr. H. Bottomley was heard making his right honourable friend do him the courtesy of remaining to hear what he had to say of him.

Mr. Bottomley said he had known Mr. Whittaker for many years. The first time he was in a local parliament, when Sir T. W. Whittaker wrecked his (Mr. Bottomley's) "cabin."

which he (Sir T. Whittaker) was, a member of the Licensing Bill (laughter), then he had kept his eye upon Sir T. Whittaker and he thought he would now get some of him (laughter). He had spent some time recently in the British Museum looking for advice which the right hon. gentleman, an unhappily defunct organ of financial opulence which he was then editor, gave to the press. This was what he found the right hon. gentleman telling his readers, or one of them, on 1891:

Guinness's Breweries: You have investment (laughter).  
Sir T. Whittaker: Will the hon. allow me? He is going to quote a number of things with which I had no connection whatever, over which I had no control, which were not my answers in any sense (Official record).

Mr. Bottomley said that if the gentleman told him that, as responsible editor of the paper, he disclaimed all responsibility for the financial advice given in the paper, he exercised so little supervision over the paper that he gave so little attention to what his paper contained, then his authority on Acts of Parliament and on the history of the licensing system would be seriously imperilled (Cheers). Proceeding, the speaker re-completed the extract he had begun to read.

Guinness's Breweries. You have a  
vestment. We strongly advise you to  
it (laughter).  
He would read some other extracts  
tion cheers).  
Spies and Pond: There is not the  
ground for any anxiety (laughter).  
Bodden: At the present price of

extremely cheap (laughter).  
Gordon Hotels: These shares are  
looking after (laughter).  
Then he came to a quotation which was  
ing and this was from an editorial article  
the right hon. gentleman would not  
The article was called "A New Issue."

The shares of the Star Brewery at Cambridge, the brewery business of which has been established for half a century, and now enjoys a high reputation in Cambridge and the adjoining district, are about to be offered to the public. We understand that the business consists entirely of practical brewers, and

less than three-fourths of the business. (loud Opposition cheers). That was right hon. gentleman was carrying on the occupation of a sane and responsible man with responsibility attaching to his name, and not wearing the mantle of the Parliament champion of temperance (Opposition). He was in a position of much greater

and of such less obligation to the Lib  
and he spoke as a business man (i  
(cheers). He had searched up and d  
page of that paper for which the  
gentleman was responsible, and in no  
find a word of warning to the invest  
that they were putting their money i  
speculative, immoral, dangerous, pr  
speculators when they bought brewery  
premises shares (Opposition cheers).  
At the conclusion of the speech Sir  
taker and the Ministerialists were du

## THE SITUATION.

MESSRS. NOEL, MURRAY & CO. OF SHANGHAI  
 have just received pieces-goods report refer to recent  
 events at Peking and say that until the period of  
 uncertainty is over credit will continue to  
 be curtailed and what business is done will sim-  
 ply be from hand to mouth. The report proceeds  
 to state that the Native Banks by private deposits  
 of those who wished to withdraw their money has cau-  
 sed great trouble, and it is reported that over half  
 have closed their doors in Peking, but that it  
 does not affect the trade of the country. It  
 is stated that the Foreign Banks here, whose attention  
 has been directed for events nearer home, are coping  
 with the monetary situation in a liberal spirit  
 and although interest with the Native In-  
 stitutions is very high, their funds having been  
 greatly reduced, to a large extent owing to  
 the very extravagant manner of living  
 of the members of the Native community in  
 recent years, it is hoped that the present  
 stringencies will not prove too onerous shortly, and  
 money for legitimate trading purposes may  
 be available again. Further financial dis-  
 asters in Hankow have not helped the situation  
 that altogether the week has been a  
 gloomy one.

Fresh business with importers has  
 practically out of the question, and the  
 in which clearances are going  
 purchases, namely purchases for exchange, the  
 shows the state of the currency in the  
~~the state of the currency in the~~  
 it is in view that blows no one only the  
 demise of the rulers of China might have  
 a demand for certain classes of goods—in  
 was reported at an early date that such a  
 had arisen and native holders had been al-  
 turn their stocks over at handsome pro-  
 If this was really so the enquiries  
 satisfied for no reason for the ex-  
 which has caused importers. Some  
 transactions took place amongst the natives  
 early in the interval in American gold  
 Newchang, which Port is expected to close  
 the 4th December. The transactions  
 mostly of a retail nature, but show a di-  
 crease in values. For other Ports busi-  
 at a standstill in price goods, though

*Peeps at Many Lands: South Africa,*  
DUDLEY KIDD. London, A. & C. Black.  
Seldom does one get the opportunity of  
using a more graphic account of the Kafir's  
life at all its phases as well of the various  
Colonists of South Africa, with a most vivid  
realistic description of that varied and exten-  
sive region, as can be found in Dudley Kidd's  
"South Africa," one of the books of the "Pe-  
as Many Lands" series. It is thoroughly up-  
date; and although obviously written for  
young student, it may be read with profit  
by persons of all ages.

Messrs A. & C. Black have also published a larger edition of "Peeps at many lands," "The World" by Ascott R. Hope, should be a great success. Without savouring in the least of lesson in geography, it nevertheless is a most instructive volume, conveying, as it does, the idea of a personal ramble across our universe. Both editions are beautifully illustrated and form admirable gift books.

*"The Deepest of Dreams"* By EDITH MACV.  
Milne's Colonial Series.  
The authoress has presented a bright, interesting and romantic story which opens at New America's fashionable resort, and the reader is ushered into one of the many cliques which the time is undergoing stages of evolution. The hope of ultimately becoming eligible for most exclusive of sets, Mrs. J. H. Harcourt Rumbold, a lady of ambitions, social aspirations and wealthy of purse, bustles on the scene and confidentially explains that through the agency of a bold move involving a considerable outlay in dollars she hopes to open the dawn of her entrée into the circle of the elect. Her scheme is to invite the Russian Grand Duke Vyarslav whom she met while "doing" in some time before to spend a night at Newport and she calculates











## SHIPPING.

**ARRIVALS.**  
**CARDIGANSHIRE**, British str., 2,623, W. O. Tyne, 23rd Nov.—London 1st October.  
**General—Shewan, Thomas & Co.**  
**CHITUM**, Chinese str., 1,171, C. Stewart, 23rd Nov.—Shanghai 19th Nov., General—Chinese.  
**DUMBA**, French str., 3,219, F. Boyer, 23rd Nov.—Marseilles 24th Oct. Mails and General—Messageries Maritimes.  
**FOOKSANG**, British str., 1,987, T. S. Mitchell, 23rd Nov.—Mojito 18th Nov. General—Jardine, Matheson & Co.  
**FOOSHING**, British str., 23rd Nov.—Canton.  
**KANAGAWA MARU**, Japanese str., 3,325, N. Ohno, 23rd Nov.—Shanghai 20th Nov., General—Nippon Yusen Kaisha.  
**KIUKIANG**, British str., 1,228, Robertson, 23rd Nov.—Chefoo 17th November. General and Beans—Butterfield & Swire.  
**ONSANG**, British str., 1,787, Houghton, 23rd Nov.—Mojito 17th Nov., Coal—Jardine, Matheson & Co.  
**SIBERIA**, American str., 5,655, A. Dixon, 23rd Nov.—San Francisco 27th Oct. Mails and General—Pacific Mail S.S. Co.  
**TRIMAH**, Dutch str., 2,407, J. Homan, 23rd Nov.—Amoy 22nd Nov., General—Java-China-Japan Line.  
**TOURANE**, French str., 3,104, J. Lancelin, 23rd Nov.—Yokohama 14th November. General—M. M.  
**YATSHING**, British str., 1,424, M. Courtney, 23rd Nov.—Chefoo 16th and Weihaiwei 18th Nov., General—Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
 23rd November.  
**Bremer**, British str., for New York.  
**Changsha**, British str., for Manila.  
**China**, Australian str., for Singapore.  
**Huayang**, British str., for Swatow.  
**Kiukiang**, British str., for Canton.  
**Sabine Rickmers**, Dutch str., for Tamsui.  
**Tuscarora**, British str., for Mojito.

## DEPARTURES.

23rd November.  
**AMARA**, British str., for Hongkong.  
**IYO MARU**, Japanese str., for Seattle.  
**KWANGSANG**, British str., for Canton.  
**SHAOHSING**, British str., for Shanghai.

## VESSELS IN DOCK.

November 23rd.  
**ABERDEEN DOCK**—  
**Kowloon Dock**—*Usher, Courtfield, Dan-Teh, Haiman, H.M.S. Whiting, H.M.S. Kent.*  
**Cosmopolitan Dock**—*Typhoon.*

## VESSELS ON THE BERTH



## AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.

STEAM FOR  
**TRIESTE (DIRECT),**  
**CALLING AT SINGAPORE, PENANG,**  
**CALCUTTA, COLOMBO, ADEN,**  
**SUEZ AND PORT SAID.**  
 Taking cargo at through rates to the BRAZIL  
 to Rio de Janeiro, Santos, Bahia,  
 Valparaiso and Adelaide Ports.  
 THE Company's Steamship

"CHINA."  
 Capt. Berggall, will be despatched as above  
 TO DAY, the 24th Nov., at Noon.  
 This steamer has splendid accommodation for  
 passengers, electric light and carries a doctor.  
 For information as to Passage and Freight  
 apply to  
**SANDER, WIELER & Co.**  
 Agents,  
 Prisons' Buildings,  
 Hongkong, 23rd November, 1908.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,  
 AUSTRALIA, INDIA, ADEEN, EGYPT,  
 MEDITERRANEAN PORTS,  
 PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
 BATAVIA, PENANG, GULF, CONTINENTAL,  
 AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"OCEANA."  
 Captain T. H. Hilde, R.N.R., carrying His  
 Majesty's Mails, will be despatched from this  
 for Bombay, &c., on SATURDAY, the  
 28th November, at NOON, taking passengers and  
 cargo for the above ports in connection  
 with the Company's s.s. "MOLDAVIA," 9,500  
 tons, from Colombo, passengers' accommodation  
 in which vessel is secured before departure  
 from Hongkong.  
 Silk and Valuables, all cargo for France and  
 Tea for London (under arrangement) will be  
 transhipped at Colombo into the mail steamer  
 proceeding direct to Marseilles and London,  
 other cargo for London, &c., will be conveyed  
 via Bombay by the R.M.S. "OCEANA," due in  
 London on the 9th January, 1909.  
 Parcels will be received at this Office until  
 4 P.M. the day before sailing. The contents  
 and value of all packages are required.  
 For further particulars, apply to  
 E. A. HEWETT,  
 Superintendent,  
 Hongkong, 16th November, 1908.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 Calling at Port Darwin, and QUEENSLAND  
 PORTS, and taking through cargo  
 to ADELAIDE, NEW ZEALAND,  
 TASMANIA, &c.)

## THE Steamship

"ALDENHAM."  
 Captain St. John G. G. will be despatched as  
 above on THURSDAY, the 10th December,  
 at NOON.  
 This well-known Steamer is specially fitted  
 for Passengers, and has a Refrigerating Chamber  
 which ensures the supply of Fresh Provisions,  
 Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with  
 the Electric Light.  
 A Stewardess and a duly qualified Surgeon  
 are carried.  
 N.B.—To assure the additional comfort of  
 passengers the Steamers of the Company have  
 electric fans fitted in staterooms.  
 For Passage apply to  
**GIBB, LIVINGSTON & Co.**  
 Agents,  
 Hongkong, 20th November, 1908. 1598

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K" nearest Hongkong "H" midway between Hongkong and Kowloon "M" and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL.	COBANA	Brit. str.	—	T. H. Hilde, R.N.R.	P. & O. S. N. Co.	On 28th inst., at Noon
LONDON & HAMBURG & ANTWERP	DENBIGHSHIRE	Brit. str.	—	A. G. Gabbit, R.N.R.	SHAW, WATSON & Co.	About 30th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	—	Sachs	P. & O. S. N. Co.	On 2nd Dec.
HAYRE, BREMEN & HAMBURG, &c.	SEGOVIA	Ger. str.	1. w.	N. Ocho	HAMBURG-AMERICA LINE	On 5th Dec.
HAYRE, ROTTERDAM & HAMBURG, &c.	SCANDIA	Ger. str.	1. w.	N. Ocho	HAMBURG-AMERICA LINE	On 22nd Dec.
MARSEILLES, &c., VIA PORTS OF CALL.	TOURANE	Fr. str.	—	N. Ocho	NIPPON YUSEN KAISHA	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	—	Brühner	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, HAYRE & HAMBURG, &c.	SAVATA MARU	Jap. str.	—	T. Munk	NIPPON YUSEN KAISHA	On 4th Dec.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SIAM	Dan. str.	—	F. v. Blaser	MELCHERS & Co.	On 9th Dec., at 11 P.M.
MARSEILLES, HAYRE & HAMBURG, &c.	PRINCE LUDWIG	Ger. str.	—	Berggall	SANDER, WIELER & Co.	On 2nd Dec., at Noon
NAPLES, GENOA, ANZERS, GIBRALTAR &c.	CHINA	Ans. str.	—	McDonnell	ADWELL & Co., Ltd.	About 1st Dec.
TRIESTE, &c., VIA SINGAPORE, &c.	WEAY CASTLE	Brit. str.	—	McDonnell	ADWELL & Co., Ltd.	About 12th Dec.
NEW YORK	TIDOR PRINCE	Am. str.	—	McDonnell	ADWELL & Co., Ltd.	On 28th inst., at 4 P.M.
BOSTON & NEW YORK	EMPEROR OF CHINA	Brit. str.	2 m.	McDonnell	ADWELL & Co., Ltd.	On 28th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	S. Ishikawa	ADWELL & Co., Ltd.	On 28th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	IYO MARU	Jap. str.	—	G. S. Lapack	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KAGA MARU	Jap. str.	—	G. S. Lapack	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMBI	Jap. str.	—	G. S. Lapack	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Jap. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	To-day, at Noon
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Bekina	NIPPON YUSEN KAISHA	On 27th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	—	J. Minson	MELCHERS & Co.	On 3rd Dec., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	—	St. John George	GIBB, LIVINGSTON & Co.	On 10th Dec., at Noon
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	A. E. Moss	NIPPON YUSEN KAISHA	On 24th Dec., at Noon
AUSTRALIAN PORTS VIA MANILA	BINGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 25th inst., at 11 P.M.
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	A. E. Moss	NIPPON YUSEN KAISHA	To-morrow, at Noon
NAGASAKI, KOBE & YOKOHAMA	TYLWONG	Dut. str.	—	J. J. Janssen	JAVA-CHINA-JAPAN LINE	Quick despatch
JAPAN	COBANA	Fr. str.	—	McDonnell	ADWELL & Co., Ltd.	On 28th inst.
CHINGWANGTAO, JAPAN, AMERICA, &c.	TUNGKING	Brit. str.	—	McDonnell	ADWELL & Co., Ltd.	To-morrow, at 4 P.M.
SHANGHAI VIA SWATOW	FOOSHING	Brit. str.	—	McDonnell	ADWELL & Co., Ltd.	To-day, at Noon
SHANGHAI & KOBE	YAKASAKI MARU	Jap. str.	—	T. Munk	NIPPON YUSEN KAISHA	On 28th inst.
SHANGHAI	DEYANGA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	About 28th inst.
SHANGHAI VIA NINGPO	KWONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at Noon
SHANGHAI, YOKOHAMA & KOBE	YATSHING	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dan. str.	—	H. Foerster	MELCHERS & Co.	On 20th inst.
SHANGHAI, YOKOHAMA & KOBE	BUELOW	Ger. str.	—	Y. Fushio	MELCHERS & Co.	About 2nd Dec.
SHANGHAI, YOKOHAMA & KOBE	BUJUS MARU	Jap. str.	—	E. P. Martin	ORATA SHOSHIN KAISHA	On 3rd Dec., at 8 A.M.
SHANGHAI, YOKOHAMA & KOBE	ISTIA	Ger. str.	1. w.	Bradley	HAMBURG-AMERICA LINE	On 5th Dec.
SHANGHAI, YOKOHAMA & KOBE	NILS	Brit. str.	—	Bradley	P. & O. S. N. Co.	About 6th Dec.
SHANGHAI, YOKOHAMA & KOBE	ERNEST SIMONS	Fr. str.	—	Bradley	MELCHERS & Co.	On 10th Dec., at Noon
SHANGHAI, YOKOHAMA & KOBE	KUBONG	Brit. str.	—	Bradley	MELCHERS & Co.	On 17th Dec.
SHANGHAI, YOKOHAMA & KOBE	BAROLOVA	Ger. str.	1. w.	Bradley	MELCHERS & Co.	Quick despatch
SHANGHAI	TRIPARA	Dut. str.	—	T. Bekina	ORATA SHOSHIN KAISHA	To-morrow, at 8 A.M.
SHANGHAI	SHOSHIN MARU	Jap. str.	—	T. Bekina	ORATA SHOSHIN KAISHA	On 28th inst., at 10 A.M.
SHANGHAI	JOHN MARU	Jap. str.	—	T. Bekina	ORATA SHOSHIN KAISHA	To-day, at 4 P.M.
SHANGHAI	KWANGSANG	Brit. str.	—	T. Bekina	ORATA SHOSHIN KAISHA	To-day, at Noon
SHANGHAI	HAITAN	Brit. str.	2 h.	J. E. Roach	DOUGLAS LARPAK & Co.	On 27th inst., at Noon
SHANGHAI	CHILU	Brit. str.	1 m.	J. E. Roach	DOUGLAS LARPAK & Co.	To-morrow, at 9 A.M.
SHANGHAI	TAKING	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	YUNSHANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 4 P.M.
SHANGHAI	RUH	Brit. str.	—	E. W. Almond	SHAW, WATSON & Co.	On 28th inst., at Noon
SHANGHAI	LOOKSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 4th Dec., at 4 P.M.
SHANGHAI	ZAYTO	Brit. str.	—	R. Roder	SHAW, WATSON & Co.	On 5th Dec., at Noon
SHANGHAI	SUNSHANG	Brit. str.	1 m.	G. H. Pennefather	BUTTERFIELD & SWIRE	On 1st Dec., at 4 P.M.
SHANGHAI	BOBBO	Ger. str.	—	F. Sembl	JARDINE, MATHESON & Co., Ltd.	To-day, at 8 A.M.
SHANGHAI	FOOKSANG	Brit. str.	—	de Bruijn	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 1 P.M.
SHANGHAI	TRIMAH	Dut. str.	—	de Bruijn	JAVA-CHINA-JAPAN LINE	Quick despatch

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BOBNEO" Capt. F. SENRILL	Tuesday, 24th Nov. 9 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ LUDWIG" Capt. V. BLASER	Wed., 2nd Dec., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW" Capt. H. FOERSTER	About Wed., 2nd December.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. J. MINNSEN	Thursday, 3rd Dec., at 5 P.M.

For further Particulars, apply to  
**NORDDEUTSCHER LLOYD, MELOCHERS & CO.,**  
 GENERAL AGENTS, HONGKONG & CHINA.  
 Hongkong, 21st November, 1908.

## NORTHERN PACIFIC RAILWAY COMPANY.

CONNECTING AT TACOMA WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**  
 Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, B.C. AND TACOMA**  
 VIA  
**MOJI, KOBE AND YOKOHAMA.**

Steamers	Tons	Captain	Sailing Date
RUMERIC	6,232	F. S. Cowley	On 17th December.
INVERIC	4,780	J. Boyd	On 14th January, 09
BOVERIC	4,445	Mathie	On 11th Feb., 09

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS,  
 QUEEN'S BUILDINGS,  
 Hongkong, 20th October, 1908.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE  
 VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN  
 VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
MARSEILLES VIA PORTS	"TOURANE" Capt. Lancelin	On 24th Nov. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 7th Dec., P.M.
MARSEILLES VIA PORTS	"ARMAND BEHIC" Capt. Gijonnet	On 8th Dec. 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—  
**P. NALIN, ACTING AGENT,**  
 Queen's Building,  
 Hongkong, 21st November, 1908.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA"	6,000	SATURDAY, 28th Nov.	19th Dec.
"MONTEAGLE"	6,163	WEDNESDAY, 9th Dec.	2nd Jan. 09
"EMPRESS OF INDIA"	6,000	SATURDAY, 19th Dec.	8th Jan. 09
"EMPRESS OF JAPAN"	6,000	SATURDAY, 16th Jan.	5th Febr. 09
"EMPRESS OF CHINA"	6,000	SATURDAY, 15th Febr.	5th March 09
"MONTEAGLE"	6,163	TUESDAY, 2nd March	26th March 09

"EMPRESS" Steamships will depart from HONGKONG at 4 P.M. S.S. "MONTEAGLE" and "GLENFARG" at 12 NOON.

S.S. "GLENFARG" is a Freighter only and does not carry Passengers. THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, YOKOHAMA, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C., Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers £40 and 1st Class Railway £42.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
**D. W. CRADDOCK, General Traffic Agent for China,**  
 Corner Pedder Street and Praya, opposite Blake Pier.

## VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS LIMITED.  
 FOR LONDON HAMBURG AND ANTWERP.

## THE Steamship

"DENBIGHSHIRE,"  
 will be despatched for the above Ports on or about the 20th November, 1908.  
 For Freight and Passage, apply to—  
**SHAW, WATSON & Co.,**  
 Agents,  
 Hongkong, 30th October, 1908. 1508

## REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALACCA (COAST).

## PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.  
 S.S. "WEAY CASTLE" About 1st Dec.  
 For Freight and further information, apply to—  
**DODWELL & CO., LTD.,**  
 Agents,  
 Hongkong, 4th November, 1908. 1598

## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.  
 (With Liberty to Call at the Malabar Coast.)

## THE Steamship

"TUDOR PRINCE,"  
 Capt. McDonnell, will be despatched for the above Ports on or about SATURDAY, the 12th December, 1908.  
 For Freight apply to—  
**ARNOLD KARBBERG & Co.,**  
 Agents,  
 Hongkong, 12th November, 1908. 1557



## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."  
 A.I., A.B.C., and Engineering Code Used  
 NEW DOCK NOW OPEN.

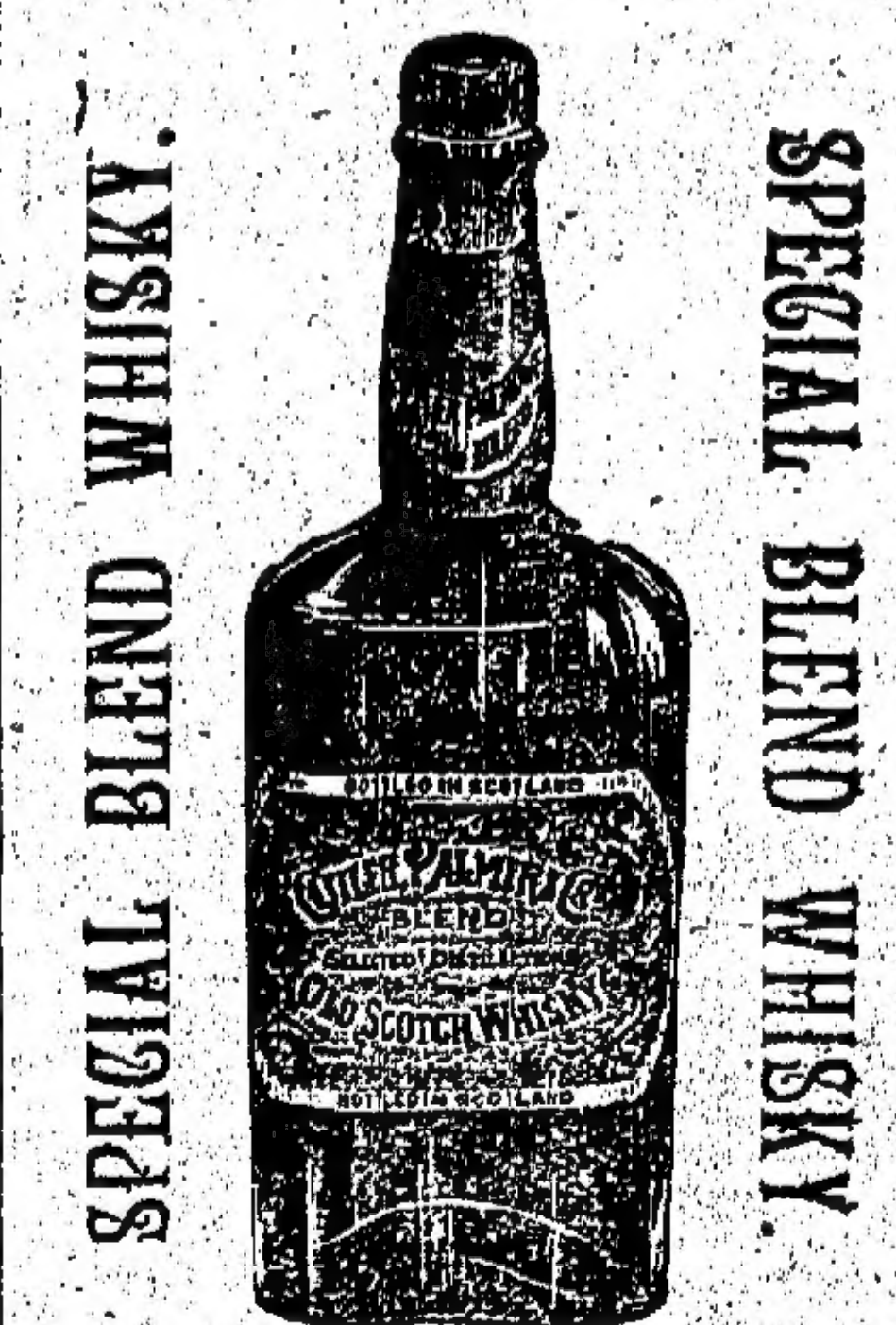
DOCK No. 3.	DOCK No. 1.	DOCK No. 2.
Extreme Length... 722 feet.	Extreme Length... 523 feet.	Extreme Length... 371 feet.
Length on Blocks... 714 "	Length on Blocks... 510 "	Length on Blocks... 350 "
Width of Entrance on Top... 89 "	Width of Entrance on Top... 77 "	Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 89 "	Width of Entrance on Bottom... 77 "	Width of Entrance on Bottom... 66 "
Water on Blocks at Spring Tide... 34 "	Water on Blocks at Spring Tide... 64 "	Water on Blocks at Spring Tide... 22 "

## PATENT SLIP.

Suitable for vessels up to 1,000.  
 THE WORKS are well equipped with  
 LATEST PLANTS AND APPLIANCES  
 to undertake BUILDING or  
 REPAIRING SHIPS, ENGINES, and  
 BOILERS, and also ELECTRICAL  
 WORK.

A LARGE STOCK of MATERIALS is  
 always kept on hand.  
 The COMPANY has the powerful steamer  
 "OURA-MARU" (712 tons, 700 H.P.)  
 specially built for SALVAGE PURPOSES,  
 equipped with necessary gear, always ready  
 Short Notice. 1508

## Cutler, Palmer &amp; Co.'s



SHIPPERS  
**Cutler, Palmer & Co., London**  
 AGENTS  
**SIEMSEN & CO.,**  
 HONGKONG

## ON SALE.

## THE FIFTY YEARS ANGIO-CHINESE CALENDAR

日曆英中十年十五  
 FROM 1st JANUARY, 1864 to 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 70th CYCLE to the



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	About 26th Nov.	Freight and Passage.
LONDON via USUAL PORTS	OCEANA	Noon, 28th Nov.	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO	SOMALI	On 2nd Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE	About 6th Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT  
Superintendent.

Hongkong, 23rd November, 1908.

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"KWEIYANG"	On 24th Nov., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 24th Nov., Noon.
MANILA	"TAKING"	On 24th Nov., 4 P.M.
HOBART and HAIPHONG	"CHIHI"	On 25th Nov., 9 A.M.
CEBU and ILOILO	"SUNGKIANG"	On 1st Dec., 4 P.M.

MANILA STEAMERS & UENTSEN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—  
Hongkong, 24th November, 1908.BUTTERFIELD & SWIRE,  
AGENTS.

# HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, YOKOHAMA & KOBE:	For MARSEILLES, HAVRE & HAMBURG:
S.S. ISTRIA ... 5th Dec.	S.S. SITHONIA ... 4th Dec.
S.S. BARCELONA ... 17th Dec.	For HAVRE, BREMEN & HAMBURG:
S.S. ANDALUSIA ... 27th Dec.	S.S. SEGOLIA ... 8th Dec.
S.S. SAXONIA ... 9th Jan., 09	For HAVRE, ROTTERDAM & HAMBURG:
	S.S. SCANDIA ... 22nd Dec.

Further Particulars, apply to—  
Hongkong, 14th November, 1908.HAMBURG-AMERIKA LINIE,  
Hongkong Office.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"FOOSHING"	Tuesday, 24th Nov., Noon.
SHANGHAI	"KUNSHING"	Wed., 25th Nov., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOSHANG"	Friday, 27th Nov., Noon.
MANILA	"YUEHANG"	Friday, 27th Nov., 4 P.M.
SHANGHAI via NINGPO	"YATSHING"	Saturday, 28th Nov., Noon.
MANILA	"LOONGSANG"	Friday, 4th Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUIHANG"	Wed., 16th Nov., Noon.

RETURN TOURS TO JAPAN.

The steamers "KUIHANG," "NAMANG" and "KORANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 7 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Cebu, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to: JARDINE, MATHESON & Co., Ltd.,  
Hongkong, 24th November, 1908.

GENERAL MANAGERS.

# OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE STEAMERS	LEAVING
ANPIN via SWATOW ("SHOSHU MARU")	AMOI & TAKAO	Wed., 25th Nov., at 8 A.M.
TAMSHUI via SWATOW ("JOSHIN MARU")	AMOI & TAKAO	Sunday, 29th Nov., at 10 A.M.
SHANGHAI via SWATOW ("HUIJUN MARU")	AMOI & FOOCHOW	Thursday, 3rd Dec., at 8 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 24th November, 1908.

# NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE,  
PENANG, COLOMBO AND PORT SAID.

# "HIRANO MARU."

(Sister ship to the well known "KAMO MARU") tons 9,000 gross reg., Captain H. Fraser, will be despatched at above on WEDNESDAY, the 30th DECEMBER, at Daylight.

Every known comfort provided on board for travellers: First-class staterooms amidships comprising ordinary Two-Berth Cabins, Single-Berth Cabins and Full Suite; Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around-the-world.

For further particulars apply to—

Hongkong, 24th November, 1908.

NIPPON YUSEN KAISHA.

[1599]

# NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KANAGAWA MARU Capt. N. Ohno	Tons 6187 WED., 25th Nov., at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, SYDNEY and MELBOURNE	HAKATA MARU Capt. T. Mura	Tons 6181 WED., 25th Nov., at Daylight.
ISLAND, TOWNSVILLE, NAGASAKI, KOBE and YOKOHAMA	S. KAGA MARU Capt. G. S. Isgrak	Tons 6320 Nov., at Noon.
SHANGHAI and KOBE	YAWATA MARU Capt. T. Sakai	Tons 6301 TUESDAY, 8th Dec., at 4 P.M.
KOBE and YOKOHAMA	NIKKO MARU Capt. A. E. Moses	Tons 5539 FRIDAY, 27th Nov., at Noon.
	NIKKO MARU Capt. A. E. Moses	Tons 5539 WED., 25th Nov., at Noon.
	TAKASAKI MARU Capt. A. Mosher	Tons 4370 THURSDAY, 26th Nov., at Noon.
	BINGO MARU Capt. A. Christensen	Tons 6247 SATURDAY, 28th Nov., at Daylight.

\* Omitting Yokohama.

\* Fitted with Marconi's System of Wireless Telegraphy.

\* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chamber Road.

Hongkong, 23rd November, 1908.

T. KUSUMOTO,  
MANAGER.

# EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	29th November.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	End of December.

For Further Particulars, apply to  
Hongkong, 12th November, 1908.MELOHRS & CO.,  
AGENTS.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light. Perfect  
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 28th Nov., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 5th Dec., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 23rd November, 1908.

# CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Changhai, Peking, Tientsin, Kobe, Yokohama, Genoa to Hongkong in 30 DAYS.

NAUDES to Hongkong in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland Passengers to Overland and Europe via Vancouver.

YOKOHAMA to LONDON and LONDON to YOKOHAMA in 13 DAYS.

HOMEWARD via MAGELLAN STRAITS—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

— CORSE 26th Nov. AMIRAL MAGON ... 4th March 09

— AMIRAL DUPRE ... 11th Jan. 09

— New Twin Screw, 16,000 tons Displacement, 1st Class accommodation. Splendidly equipped with single berth cabins.

\* Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,  
FRENCH MAIL OFFICE.

Hongkong, 12th November, 1908.

# PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

S.S. "MACEDONIA,"

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

This THROUGH MAIL STEAMER for Marseilles and London via Bombay will leave Hongkong on MARCH 20th, 1909, staying at Bombay 24 hours only and is due to arrive at—

MARSEILLES APRIL 17th.  
LONDON APRIL 24th.

FARES TO LONDON:—

1st Saloon £71.10 Single £106.14 Return.  
2nd " £48.8 " £72.12 "

For further Particulars apply to—

E. A. HEWETT,  
SUPERINTENDENT.  
[1600]

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON  
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS  
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR LEAVING.

"HAIYANG"	SWATOW, AMOI & FOOCHOW.	TUESDAY, 24th Nov., at Noon.
"HAIYAN"	SWATOW, AMOI & FOOCHOW.	FRIDAY, 27th Nov., at Noon.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 23rd November, 1908.

1579

# SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE  
BETWEEN  
CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the Fast Passenger Steamer "KORU MARU" (2,377 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Leste).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwantung (in connection with Siberian Express train at Harbin) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. (This Service is available after October 28th, 1908).

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchwang), 2 hours from Tashihohia Junction.

FUSHUN LINE—For the famous Fushun Collieries from Sachalin Junction.

ANTUNG-HAIEN LINE—A light railway from Mukden to Antung-Haien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Ad. "YAMATO").

At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENG TZU), and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

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